

April 5, 2001

I am proud to co-sponsor both of these resolutions because the U.S. needs to be on the side of pursuing justice and of speaking truth to power. I am hopeful that the U.S. will lead in the efforts in Geneva to speak truth to the authoritarian regimes of Cuba and China.

MARRIAGE PENALTY AND FAMILY
TAX RELIEF ACT OF 2001

SPEECH OF

HON. STEVE ISRAEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 29, 2001

Mr. ISRAEL. Mr. Speaker, Getting married shouldn't mean saying 'I do,' to higher taxes. In my state of New York over one and a half million couples are burdened by the marriage penalty, nearly 60,000 in my district alone. This occurs when married couples pay more than an unmarried couple with the same income.

For example two individuals, living together, but not married, each with incomes of \$30,000—their combined standard deduction would be \$9,100 and their tax rate would be 15%. If that same couple got married, their standard deduction would drop to \$7,189 and they would move into the 28% tax rate. The only difference is that they got married.

We should eliminate this inequity by widening the 15% tax bracket to allow joint filers to have two times the income of individuals and still remain taxed at 15%. We should also double the standard deduction for joint filers to twice that of singles. We're talking about people who work hard and play by the rules. At a time when parents are working harder for less money, we need to encourage families, not punish them. Ending the marriage penalty is particularly urgent for the middle-class. This is a wrong that should have been righted a long time ago—making the tax code more fair while providing families with meaningful tax relief for the things that matter—buying a home, ensuring quality family medical care, and sending kids to college.

NAVY EP-3 AIRCRAFT IN CHINA

HON. SUSAN DAVIS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mrs. DAVIS of California. Mr. Speaker, the emergency landing of the Navy EP-3 aircraft in China demonstrates the nature of the risk that our service members endure each day. 24 hours a day, 7 days a week, brave men and women put themselves in the face of danger.

My heart goes out to those on the ground in China and to their families who anxiously await their return. I call on President Bush and President Jiang to engage in a dialogue that results in the quickest possible reunion of our Navy personnel and their families.

As we all wait, let us remember the dangers abroad and the sacrifices endured by our service members. Let us also remember the

EXTENSIONS OF REMARKS

demands that military service places on their families.

I recently spoke with a young woman who had just recently married a young sailor. Until now, she had always expected her husband to return home each night. Now the impact of being a Navy wife hits home. There is always the possibility that "he may not come home."

RECOGNIZING DAVID WOLPER FOR
HIS EXCELLENT WORK AND SUP-
PORT TOWARD THE COMPLETION
OF THE NAPA BOYS AND GIRLS
CLUB

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. THOMPSON of California. Mr. Speaker, I rise today to recognize renowned filmmaker and noted philanthropist David L. Wolper. His contributions have made the Napa community a better place for California's youth.

His invaluable aid was instrumental in the construction of the Napa Boys and Girls Club's new facility in the city of Napa. This important endeavor simply could not have been completed without his vital leadership. The new facility at 1515 Pueblo Avenue will be a great asset to the Napa community for many years to come.

Mr. Wolper is a member of the National Board of Directors of the Boys and Girls Club of America and is a member of the Boys and Girls Clubs of America Hall of Fame. In addition, David Wolper is a member of the Foundation Board of the Queen of the Valley Hospital in Napa and a member of the Board of the American Center for Wine, Food, and the Arts. He is an asset in so many ways to the community of Napa and the entire country.

Mr. Wolper, in his fifty years in show business, has made over 700 films, which have won more than 150 awards, including 3 Oscars, 50 Emmys, 7 Golden Globes, and 5 Peabodys. He has been specially recognized at the world's great film festivals for his lifetime achievements, and he has received the entertainment industry's two highest honors—the prestigious Jean Hersholt Humanitarian Oscar Award and was inducted into the Television Hall of Fame.

In addition to his many hours of professional and civic activity, he has remained a devoted husband, father, and grandfather. Mr. Wolper and his wife Gloria have three children—Mark, Michael, and Leslie Ann—and six grandchildren.

Mr. Speaker, it is appropriate at this time that we recognize David L. Wolper for his commitment to building a brighter future for the youth of America.

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IN RECOGNITION OF DR. EDWARD
C. STONE, RETIRING DIRECTOR
OF THE JET PROPULSION LAB-
ORATORY

HON. ADAM SCHIFF

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. SCHIFF. Mr. Speaker, I rise today in recognition of Dr. Edward C. Stone, retiring Director of the Jet Propulsion Laboratory in Pasadena, California. After ten years of distinguished service at JPL, Dr. Stone will be returning to full-time teaching and research at the California Institute of Technology, where he has taught since 1967. Dr. Stone, the David Morrisroe Professor of Physics, has been widely regarded as an energetic and thoughtful leader at JPL.

Since his first cosmic-ray experiments on Discoverer satellites in 1961, Dr. Stone has been a principal investigator on nine NASA spacecraft missions and a co-investigator on five other NASA missions for which he developed high resolution instruments for measuring the isotopic and elemental composition of energetic cosmic-ray nuclei. Using these instruments, Dr. Stone and his colleagues undertook some of the first studies of the isotopic composition of three distinct samples of matter. During his tenure at JPL, Dr. Stone's many accomplishments include Galileo's five-year orbital mission to Jupiter, the launch of Assini to Saturn, as well as a new generation of Earth sciences satellites such as TOPEX/Poseidon and SeaWinds, and the spectacularly successful Mars Pathfinder landing in 1997.

He has transformed the direction of JPL from administering a few large projects to managing many new, smaller exploration missions. Dr. Stone's vision has revolutionized the way JPL does business, thus expanding its impact on the field of astrophysics and planetary science. He is a remarkable scientist, whose brilliance is coupled with his ability to lead. Dr. Stone exemplifies integrity, energy, and leadership, and his deep commitment to JPL and its goals has been the touchstone of the Laboratory's success. I would like to commend Dr. Stone for his extraordinary dedication and thank him for his decade of service.

INTRODUCTION OF THE CLEAN AIR
INVESTMENT ACT

HON. KEN BENTSEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. BENTSEN. Mr. Speaker, well over 100 million Americans live in metropolitan, suburban, and even rural regions that are facing a serious environmental and economic problem—attainment of air quality standards of the Clean Air Act amendments of 1990. Arguably, the most pressing issue affecting my region's prosperity and quality of life is State Implementation Plans (SIP) to reduce nitrogen oxide emissions (NO_x), which are causing the greater Houston area to exceed the EPA

standard for ground level ozone. As an effect to assist non-attainment areas meet the requirements of the Clean Air Act I am introducing today a bill the Clean Air Investment Act, along with my colleague Representative KEVIN BRADY. This bill is designed to assist all non-compliance areas achieve improved environmental quality while protecting their economic prosperity.

Failure to attain compliance risks losing essential federal highway funding. Many of my colleagues know that Atlanta's federal highway funding was frozen for two years for non-compliance with the Clean Air Act. Now, while non-compliance carries costs, compliance also carries significant costs, some of which are the responsibility of the federal government. A study commissioned by the Greater Houston Partnership has showed that the SIP for the Houston-Galveston area will cost area households \$550 million a year, and could reduce job growth significantly.

Under the law implementation plans are designed by the states, and approval must be made at the federal level by EPA. EPA-regulated sources account for a significant percentage of the NO_x emissions in most non-attainment regions, 40% in the Houston region. These sources are mobile interstate and international NO_x sources, such as automobiles, planes, trains, and ships. In the Clean Air Act, Congress clearly intended for compliance burdens to be borne proportionally by state and federally regulated sources. However, in the forming a plan that would meet EPA approval under the Clean Air Act, the State of Texas through its Texas Natural Resource Conservation Commission ("TNRCC") could not incorporate promised EPA reductions into the SIP. Many EPA reductions from federally regulated sources are supposed to exist, but do not because EPA has failed to meet their statutory deadlines. With serious economic burdens looming for 114 non-attainment areas in 33 states, EPA must make allowance for federally pre-empted items for which they have not met their own deadlines. The EPA failure to act, whether due to budget constraints, political resistance, or bureaucratic inertia is not the fault of local communities.

For instance, the EPA had a statutory deadline to produce regulations for all non-road engines in November 1992. Of the six regulations that have been produced the earliest was finalized in 1994, and one has not yet been finalized. The EPA was required by law to issue regulations covering locomotive engines in November 1995, but the rule was not promulgated until three years later. The rule for commercial diesel marine engines, exceedingly important for our area, was not finalized until November 1999. Further emission regulations for commercial marine engines will not be proposed until April of 2002. At this time, we will begin a debate of whether these marine emission standards can apply to foreign-flagged vessels in U.S. territorial waters. As a major shipping and railroad transportations enter, the greater Houston area is very dependent on the EPA to regulate these sources to reduce the burden on the state regulated industrial sources, which are currently being asked to achieve the steepest emission reduction every attempted—90%. I see the Houston area and many other non-attainment areas

around the country engaged full force in a good faith attempt to meet the requirements of the Clean Air Act, and I believe that we owe them some small amount of assistance.

Along with my colleague, KEVIN BRADY, and I am proposing a way for the federal government to assist the state regulated sources that are bearing an increased burden as a result of regulatory delays by the EPA. The U.S. Tax Code provides for tax-exempt bond financing for a number of public and some private entities for a number of purposes that contribute to the public good. Through reduced borrowing costs, the government encourages investment in airports, maritime transport facilities, commuting families, water treatment, solid waste disposal, and local electric transmission. Prior to 1986, investment in air pollution control equipment was also encouraged in this way. However, during the massive rewrite of the tax code in 1986 air pollution was not recognized as a priority. I feel very strongly that at a time when massive air pollution investments are being mandated for the public good, we should allow for some assistance in financing their implementation as quickly as possible.

The Clean Air Investment Act will assist all industries in non-attainment areas finance the necessary investments that we are asking them to make. By reducing the cost of this investment, even by a couple of percentage points, we can help protect our prosperity and save American jobs. All Americans want clean air but we also want a strong economy. By providing lower costs to achieve reduced point service emissions Congress can aid in meeting both of these goals.

REGARDING CHINA, IS IT GETTING PERSONAL?

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. BEREUTER. Mr. Speaker, this Member wants to call his colleagues attention to the article by Jim Hoagland in the Washington Post on April 4, 2001. He most assuredly is correct that it is highly unlikely that the collision between a U.S. Navy EP-3E surveillance aircraft and the high performance F-8 fighter interceptor was caused by the American aircraft. That collision, undisputedly, took place in international airspace, so no apology is owed or should be delivered by our Government. The recent harassment of our surveillance aircraft by Chinese interception in the region, as reported by Admiral Dennis Blair, Commander-in-Chief Pacific, in a recent news conference reported that these interceptors have been flying dangerously close to our aircraft and that we had filed a formal protest. Any apology is not the responsibility of the United States. Unfortunately, the immediate comments from the highest level of the Chinese Government informed the Chinese people and the world that the U.S. aircraft invaded Chinese airspace, but it didn't inform them that was the case only after the EP-3E pilot sought the closest landing base for his damaged aircraft on Hainan Island.

[From the Washington Post, Apr. 4, 2001]
REGARDING CHINA, IS IT GETTING PERSONAL?
(By Jim Hoagland)

For reasons physical and political, the probability that an American spy plane deliberately rammed a Chinese jet fighter over the South China Sea on Sunday runs as close to a perfect zero as mathematics allows. Imagine a fully loaded moving van trying to ram a Harley-Davidson motorcycle on an open plain and you get the picture.

So the official Chinese version of the collision that forced a U.S. Navy EP-3 electronic surveillance warplane into a mayday landing on Hainan Island can be dismissed. The Chinese F-8 pilot who went up to harass American spies at work almost certainly overdid his instructions to be particularly aggressive and accidentally flew into the lumbering propeller-driven craft.

But Beijing's false accusation of U.S. responsibility is revealing nonetheless. It tells us much about the air of confrontation that has quickly developed between President George W. Bush's incoming administration and President Jiang Zemin's outgoing leadership team.

The Chinese lie is a reflexive act of pride, and pride is a driving force for Jiang as he draws an ever-clearer line in the sand for Bush. The underlying strategic tensions between the two nations are rapidly getting personal: Jiang sees American actions suddenly threatening his legacy.

Even the best-laid strategies can be blown off course by stray winds. The spy plane incident is the latest in a series of seemingly unrelated, and unplanned, mishaps in American-Chinese relations since Bush's election. Taken together, these incidents illustrate the force of serendipity in politics and policy.

None of their intelligence briefings or position papers would have prepared Bush or Jiang to anticipate that a senior Chinese intelligence officer would defect to the United States in December. News of that defection leaked into Taiwanese newspapers in March, just as China's deputy prime minister was settling out on a frame-setting trip to Washington and meeting with Bush.

Both the defection and, to Chinese eyes, the suspicious timing of the leak may have put China's heavy-handed security services even more on edge. They terrorized a Chinese-American family visiting relatives in China by arresting the mother, Gao Zhan, on espionage charges Feb. 11, and have arrested at least one other Chinese American scholar since.

Jiang was no more likely to have been consulted on Gao Zhan's arrest than Bush was to have been asked to authorize the specific espionage mission near Hainan that went wrong. But the two leaders must now deal with the consequences of these incidents, and do so at an unsettling moment of dual transition.

Jiang, who is due to retire by 2003, is beginning to gradually yield power, while Bush is trying to grab hold of it with a seriously understaffed administration.

Add to this the reality that China and the United States have never developed the kind of informal crisis-management framework that Washington and Moscow learned to apply to strategic mishap, and the opportunity for the EP-3 incident to become the first crisis of Bush's presidency is evident. It is a time for caution on both sides.

The plane incident comes as Bush moves toward a decision later this month on Taiwan's request to buy new U.S. weapons, including four destroyers equipped with sophisticated Aegis phased radar systems. It was to